

## CLASSIFIED MESSAGE

ROUTING

DATE 1942Z 21 JUN 62

~~SECRET~~

1		4	
2		5	<i>J.D.</i>
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TO : DIRECTOR

EO 12958 3.3(b) (1) >25 yrs  
(N)FROM : 

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

RHH

TOR: 2000Z 21 JUN 62

**OPERATIONAL IMMEDIATE**

IN 39898

TO OPIM 

INFO

CITE 

5069

OXCART

EYES ONLY COL DEERLI, MR. PARANGOSKI, FROM 

IN ABSENCE OF COL NELSON FOLLOWING ROUTINE POSTFLIGHT  
REPORT SUBMITTED BY  ACTING DEPUTY COMMANDER FOR  
OPERATIONS.

FLIGHT NUMBER THIRTEEN AIRBORNE THIS MORNING FOR A  
FORTY-SEVEN MINUTE FLIGHT. THIS FLIGHT WAS BASICALLY FOR  
PILOT FAMILIARIZATION FOR MR. PARK. TOTAL TIME TO DATE IS  
FOURTEEN HOURS AND SEVEN MINUTES.

TAKE-OFF WAS IN AD AT A GROSS WEIGHT OF 69,990 POUNDS WITH  
CG AT 19.8 PERCENT MAC. AN A/B CLIMB WAS TEMPORARILY DISCONTINUED  
AT 15 THOUSAND FEET DUE TO A BLOW-OUT OF THE RIGHT A/B.  
THE BLOW-OUT WAS DUE TO FUEL TANK SEQUENCING CAUSED BY A  
POPPED CIRCUIT BREAKER.

THE PILOT CORRECTED THE SITUATION, RELIT THE A/B AND  
CONTINUED A CLIMB TO 40 THOUSAND FEET. A SERIES OF TURNS AND  
GENERAL FAMILIARIZATION AT 300 KEAS, WAS FOLLOWED BY A SLOW

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DESCENT TO 30 THOUSAND FEET. AT THIS ALTITUDE THE AIRCRAFT WAS SLOWED DOWN TO 160 KEAS FOR LOW AIRSPEED FAMILIARIZATION. THE DAMPERS WERE TURNED ON AND OFF TO ALLOW PILOT TO FEEL LOW SPEED A/C CHARACTERISTICS.

A NORMAL LANDING WAS ACCOMPLISHED WITH ROLL DAMPERS OFF, APPROXIMATE 23.5 PERCENT MAC AND TOUCH DOWN AT 165 KNOTS. THERE WAS NO DRAG CHUTE INSTALLED, THUS THE AIRCRAFT ROLLED [ ] AT APPROXIMATELY 75 KNOTS. NORMAL TURN AROUND AND TAXI TO RAMP COMPLETED THE MISSION.

MR. PARK COMMENTED HE WAS GREATLY IMPRESSED WITH THE A/C CHARACTERISTICS AND PARTICULARLY PLEASANTLY SURPRISED WITH THE GOOD VISIBILITY.

WEATHER WAS CLEAR FOR THE ENTIRE FLIGHT WITH CALM WINDS FOR TAKE-OFF AND LANDING. FLIGHT NUMBER FOURTEEN IS PLANNED FOR 1000 PBT TAKE-OFF TOMORROW.

END OF MESSAGE

~~SECRET~~